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IN THE CLAIMS:

The following **Listing of Claims** will replace all prior versions and listings of claims in the application:

1. (currently amended) A device for capturing a target vehicle traveling ~~travelling~~ along a pathway, comprising:

first and second support members (70A, 70B);

a flexible barrier (20) which, with the device in at least deployed condition, is held extending at least partially between said first and second support members at a height that is effective to engage the target vehicle as said target vehicle passes between the support members and having:

an upper barrier member (22) extending generally horizontally across the pathway when the device is in the deployed condition;

a lower barrier member (24) extending generally horizontally across the pathway when the device is in the deployed condition;

a plurality of linking members (26, 28A, 28B, 30A, 30B) extending between the upper and lower barrier members and coupled to the upper and lower members effective to transfer a restraining force applied to at least one of the upper and lower members to the vehicle when the vehicle is engaged to the flexible barrier,

wherein on either side of a barrier median, in at least an area starting about a foot (0.3 m) from the median and continuing to at least about four feet (1.2 m) from the median measured along the lower barrier member, each of the linking members extends outward relative to the median from the lower barrier member to the upper barrier member ~~between the upper and lower barrier members other than parallel to the median~~ when the device is in the deployed condition and leave one or more large gaps in the barrier effective so that a vehicle tire overriding the lower barrier member and any lower portion of any linking member will encounter such a gap and, thereby be unable to draw the barrier beneath the vehicle to drive over the barrier.

2. (cancelled)

3 (original) The device of claim 1 wherein said linking members include:

a median member (26) extending along the median;

a pair of left and right inboard members (28A, 28B); and

a pair of left and right outboard members (30A, 30B),

wherein along the lower barrier member (24) each inboard member is separated from its associated outboard member by a gap of at least 2 feet (0.6 m).

4 (original) The device of claim 1 wherein said linking members include:

a pair of left and right inboard members (28A, 28B); and

a pair of left and right outboard members (30A, 30B),

wherein a length of the lower ~~upper~~ member between associated inboard and outboard linking members is less than a length of the upper ~~lower~~ member between associated inboard and outboard linking members.

5 (previously presented) The device of claim 1 wherein, with the device in the deployed condition, a separation between the upper and lower barrier members is between 4 and 6 feet (1.2 and 1.8 m) at the median.

6. (original) The device of claim 1 wherein the upper, lower and linking members are formed of nylon webbing and wherein a pair of left and right polyester ropes (44) respectively span left and right ends of the upper and lower members and are respectively coupled to left and right braking mechanisms (72A, 72B).

7. (original) The device of claim 6 actuatable from a stowed condition to the deployed condition, in the stowed condition, the barrier is at a height that is effective to permit a non-target vehicle to pass over the barrier as said non-target vehicle passes between the support members, the device further including a pair of left and right elastic members (42), coupled to the upper barrier member to raise the barrier from the stowed condition to the deployed condition and to

maintain engagement of the barrier with the target vehicle in an initial phase of impact of the target vehicle with the barrier.

8. (original) The device of claim 7 wherein each elastic member is coupled to the barrier by a nylon cord (40) which has a tensile rupture strength between 75 and 150 lbs (330 and 670 N) which is effective to maintain said initial phase until the barrier is securely engaged to the target vehicle.

9 (original) The device of claim 1 wherein the upper barrier member has a length of from about 10 feet to about 14 feet (about 3.0 to about 4.3 m).

10. (original) The device of claim 1 wherein with the device in its deployed condition and prior to vehicle impact the lower barrier member lies atop the pathway or a barrier enclosure (80) and is not, therefore, suspended.

11. (original) The device of claim 1 characterized in that the upper and lower barrier members are substantially housed, prior to deployment, in an enclosure (80) having a top characterized by at least one hinged cover element (82) movable from:

a closed condition for storing the first and second elongate flexible members beneath the top and protecting the upper and lower barrier members from vehicles passing over the enclosure,

to:

an open condition in which at least the upper barrier member may be deployed upward past the at least one cover element.

12. (original) The device of claim 1 characterized in that the first and second support members are each capable of being actuated from a compressed condition to an extended condition, the device further characterized by:

a propulsion system (74A, 74B) effective to actuate said first and second support members from said compressed condition to said extended condition.

13. (cancelled)

14. (currently amended) A device for stopping a target vehicle traveling ~~travelling~~ along a pathway on a terrain surface, characterized by:

first and second support members (70A, 70B); and

a flexible barrier (20) held between the first and second support members and having upper (22) and lower (24) members and a plurality of linking members (28A, 28B, 30A, 30B) extending between the upper and lower members, wherein the linking members (28A, 28B, 30A, 30B) are angled outward relative to a median of the barrier from the lower member to the upper member ~~relative to a median of the barrier~~ when the device is in a deployed condition so that, upon engagement of a tire of the target vehicle with such a linking member, the tire will not be able to ride along such linking member to the upper member when the vehicle normally impacts the barrier.

15. (original) The device of claim 14 wherein the linking members (28A, 28B, 30A, 30B) do not cross over each other intermediate the upper and lower members.

16. (previously presented) The device of claim 14 wherein no linking member (28A, 28B, 30A, 30B) is angled substantially inward as it extends from the lower member to the upper member.

17. (previously presented) The device of claim 14 wherein the linking members are each disposed at an angle between about thirty to about sixty degrees relative to the median as measured with the barrier in an unfurled condition.

18. (previously presented) The device of claim 14 wherein said linking members include:

a pair of left and right outboard members disposed at a first angle relative to the median; and

a pair of left and right inboard members disposed at a second angle relative to the median, wherein the first angle is less than the second angle.

19. (previously presented) The device of claim 1 wherein the linking members are each disposed at an angle between about thirty to about sixty degrees relative to the median as measured with the barrier in an unfurled condition.

20. (previously presented) The device of claim 1 wherein said linking members include:

a pair of left and right outboard members disposed at a first angle relative to the median; and

a pair of left and right inboard members disposed at a second angle relative to the median, wherein the first angle is less than the second angle.

21. (previously presented) The device of claim 1 wherein the linking members do not cross over each other intermediate the upper and lower members.